

PRICE FIVE CENTS.

INDIANAPOLIS, SUNDAY MORNING, JULY 15, 1894—TWELVE PAGES.

PRICE FIVE CENTS.

Little Boy Blue, come blow your horn;  
We clothed your papa before you were born.  
Your grandpa bought his clothes here, too,  
And we'll sell your grandchildren after you.

## NO SLEIGHT OF HAND TRICKS, BUT ACTUAL BARGAINS AS ANYONE CAN SEE

**\$13.88** Is the price at which we offer choice of any Man's Spring Suit—any \$18, \$20 or \$24 Suit in our house.

**\$11.88** for any \$15 (and also many \$18) Suits.  
**\$8.88** for any \$12 (this includes many \$15) Suits.  
**\$7.88** for any \$10 Suit—also a large number of \$12 Suits.

**\$5.88** for any \$8 Suit.

ALL THESE SUITS ARE STRICTLY ALL WOOL

This sale and these prices include all Spring Suits, except plain Clay/Worsted.

## IN OUR CHILDREN'S DEPT.

You can have choice of \$6, \$7 and \$8 Suits at \$4.88; choice of \$5 Suits at \$3.88; choice of \$4 Suits (many of them all wool) at \$2.88. Strictly all-wool Jersey Suits from best manufacturers, \$3 Suits at \$2.18.

# Original Eagle,

5 and 7 West Washington St.

HAT DEPARTMENT, 16 South Meridian Street.

## Remington Typewriter.

Originality

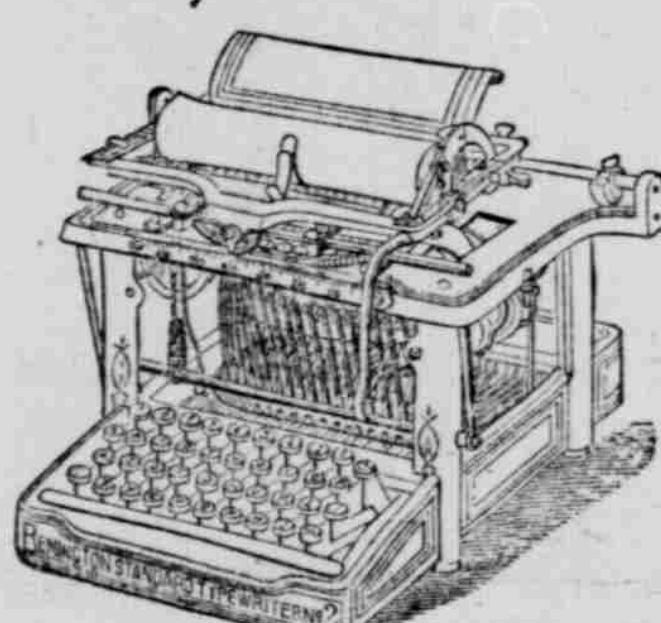
OF DESIGN,

Simplicity

OF MECHANISM,

Adaptability

TO ALL KINDS OF WORK,



Ingenuity

OF DEVICES,

Durability

OF CONSTRUCTION,

Progress

IN IMPROVEMENTS,

COMMEND THE

## Remington Standard Typewriter

~ EVERY ONE ~ EVERYWHERE ~

BUYERS WILL ALWAYS DO WELL TO EXAMINE OUR LATEST MODEL.

ILLUSTRATED CATALOGUE SENT ON APPLICATION.

**WYCKOFF, SEAMANS & BENEDICT,**  
327 BROADWAY, NEW YORK.

Indianapolis House, 34 East Market St.

## RACING EVENT OF THE YEAR

### THE BICYCLE RACE MEET FRIDAY AND SATURDAY, JULY 27 AND 28

### STATE FAIR GROUNDS

Don't miss it. All the "Flyers" are booked, and John S. Johnson, holder of the world's mile record, will attempt to lower his mark of 1:56 on each day. He claims that the record can be put down to 1:50, with the proper plying, and while he does not expect to reach that mark yet, he is positive that he can lower his present mark of 1:56 on the Indianapolis track.

Besides the Record-breaking Feature, there will be eight exciting races each day. Johnson, Sanger, Tyler, Taylor, Lunnsden, Bliss and more than one hundred more of the great flyers will be here to contest for the

**\$5,000 worth of Prizes Offered by the Zigzag Club.**

Ladies will be admitted free on Friday afternoon. 25c will be charged for Grand Stand Seats.

General admission, 50c—Grand Stand, 25c.

No reserved seats will be sold. No charges will be made for carriages either day.

**EDUCATIONAL.**  
**SUMMER SCHOOL.**  
**Indianapolis Business University**  
A short, practical course in Penmanship, Short-hand, Typewriting, Bookkeeping, English branches, etc. Established 1878. 7th 499. Call or write for full information.  
**E. J. HEEB, President.**

**Girls' Classical School,**  
INDIANAPOLIS, IND.

**NOTICE TO CONTRACTORS.**  
Bids will be received by the School Board of West Indianapolis until Thursday evening, July 19, 7 o'clock, for the building of an addition to building No. 1, corner of Howard and Teller streets.  
Plans and specifications may be seen at Walter S. Hoss's hardware store, No. 80 West Morris street, on and after Saturday, July 14, 1894. Bids to be marked "Proposals for building" and addressed to S. A. MOR-GAN, Secretary of Board, No. 215 River avenue.

**ROOFLESS PLATES**  
Are the best. Thousands can wear them. Thousands are wearing them. Teeth extracted positively without pain.  
**Taft's Dental Parlors,**  
25 West Washington St.,  
INDIANAPOLIS, IND.

## SHOE SALE

The entire stock of

Fine Custom-made Shoes

AT COST

**C. Friedgen**

19 North Pennsylvania Street.

**PEARSON'S MUSIC**

HOUSE

Easy: Monthly: Payments.

82 and 84 N. PENN. ST., INDIANAPOLIS

## Sanitas

Grape Food

UNFERMENTED—ABSOLUTELY PURE.

Delicious as a Bunch of

Fresh Grapes.

Prepared from the juice of California's choicest grapes, fully ripened—taken from the vine, pressed and bottled.

It's a delicious medicine—purifies the digestion, strengthens the nerves, clears the vocal organs. A refreshing beverage—non-alcoholic—suitable for table and sick room use—keeps fresh for years. A pure tonic—when properly diluted, equals one-half gallon of the food.

Your Grocer or Druggist sells it. Booklet free.

**The California Grape Food Co.,**

Los Gatos, Cal.

SELLING AGENT,

JOHN R. GIBSON, 23 West

Maryland street, Indianapolis, Ind.

**ANNOUNCEMENT.**

ANNOUNCEMENT—Book and Frankforter

Warrant. Very fine also agent for imported

beers. **CHARLES MULLER**

**SCHOEN, St. Charles Hotel.**

## CHINA'S NEW RAILWAY

FACTS ABOUT THE IMPERIAL ROAD  
WHICH IS NOW BEING BUILT.

Trips Over the New Line in the Viceroys' Car—China Can Make Cars and Ship Them to America at a Profit.

(Copyright, 1894, by Frank G. Carpenter.)

TONG SHANG, North China, June 12.—The

imperial railroad has just been completed to the borders of Manchuria and regular

trains were put on last week between Tien-Tsin and Shan Hi Kwan. This city is

on the boundary between Manchuria and China at the point where the Chinese

wall falls down into the sea, and you can now go to the great wall by train. An army of

laborers is at work pushing the road further toward the north, and when it is

completed it will be about five hundred miles long and will almost reach the Russian

Siberian frontier. It will probably at a

later time connect with the great trans-Siberian railroad, which is now being

built from Vladivostok to St. Petersburg, and the trip from here to Berlin and Paris

will be made by land. For six years the trains have been running regularly be-

tween here and Tien-Tsin, a distance of ninety-nine miles, and this new strip of

road, which has nearly doubled the traffic, exactly the same length. There are, in

fact, to-day about two hundred miles of road here in active operation and there are

seventeen trains (regular trains) a day running upon this railroad. It is the only

railroad in China, and it is of the greatest interest in that it is the beginning of a

system of lines which will eventually cover this country as with a net and which may

in its changes revolutionize the trade not only of this empire but of the whole world.

The Chinese are now interested in the subject of railroads as never before. They

intend to develop their vast resources themselves, and I see their works in this direction everywhere I go. At

Shanghai I visited the Kiangnan arsenal, where thousands of these people made the

finest of modern guns, and where I saw their successful experiments in the making

of steel rails with Chinese iron and Chinese coal. They are now putting up fur-

naces and rolling mills there for the making of steel, and their workmanship shows

that they are as expert in such manufacture as any people in the world. At Han-

kow, 70 miles in the interior of China, I found seventy-five acres of ground cov-

ered with the preparations for steel fur-

naces and car works, and I wrote a letter on the top of a steel blast furnace 100 feet

high and something like 50 feet in diameter. At Tien-Tsin, which you know, is Li

Hung Chang's capital, there are hundreds of acres of shops of various kinds and here

at Tong Shang, in the very heart of the northern part of the great plain, there are

thousands of men employed in making cars, in building coal mines, and in the

coke. Tong Shang, with its many smoke-

stacks, its piles of coal and its modern works, looks, in fact, more like a suburb

of Pittsburgh than a city of north China, and the black-faced miners, with their long

queues tied tightly about their heads, seem out of place in the picture. It is the center

of the Kailuping coal mines, of which I will write further on, and also the junction at

which the railroad of the Chinese Railway and Mining Company and the new imperial

road come together.

TRIP OVER THE NEW LINE.

The road from Tien-Tsin to this point was

built by a private stock company, of which Li Hung Chang is practically the head, as

he is of everything progressive in China. The line which has just been opened is be-

ing built by the government and it is in-

tended to add the country in preventing the aggressions of Russians. By it troops

and supplies can be carried almost to the Russian frontier, going for something like

five hundred miles through the rich country of Manchuria and connecting most of the

big cities of the Manchouli with Tien-Tsin. An appropriation of \$2,000,000 a year has

been set aside for the building of this road, and though I am told that this appropriation

has been cut down this year on account of the expense needed for the fire-

works on the Empress dowager's birthday there is no doubt but that the road

will be pushed onward and that it will be a great trunk line through the northeastern

part of the empire. At the present writing the work of surveying the road and build-

ing the embankments is going on at a point about fifty miles beyond the great

wall, and the road to the wall is as well built as the great trunk lines of the United

States. Heretofore all the freight to the north has been carried on camels and the

mail litter has been the Chinese Pullman

car.

I traveled over the new line on one of

the first trains, and I have had the best

facilities to make a careful examination of it. I am with Gen. John W. Foster, our

Secretary of State, and Li Hung Chang has put at his disposal his vice-regal car.

Our trip to the great wall has been made on a special train, and we are entertained

here by the Chinese directors and by the foreign officials who have superintended

the building of the road. Such an excursion has never been possible in China be-

fore. When General Grant visited Li Hung Chang there was not a line of track in

operation and there were no signs of any for the future. When Secretary Seward

traveled through the empire the country was even more backward, and the reception

which has been given Mr. Foster has in-

cluded many things which were impossible to China's famous guests of the past. His

trip to Peking, for instance, was made in the viceroys' steam launch. He reviewed

the troops of Li Hung Chang's military school at Tien Tsin, and saw them go

through the modern maneuvers. Such an excursion has never been possible in China be-

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operation and there were no signs of any for the future. When Secretary Seward

would take off her tariff he could make

engines and cars here and export them to

the United States and make a fair profit,

notwithstanding the heavy freight rates. All

of the cars on this Chinese road are built

here. They are lighter than our cars and are

more after the English pattern. They are

higher wheels than ours, and the

diameter being forty-two and a half inches,

while the American railroad wheel is, I

believe, only thirty-three inches. These

Chinese wheels cost more, but the English

engineers think they are cheaper in the

end, as they will last five times as long

as our wheels without being returned. It

is wonderful that they can make these

cars so cheaply, as nearly all of the ma-

terials have to be imported. The outside

wood of all of the passenger coaches is

oak, and the interior is sheathed with

sheathed with zinc and the iron rails and

the iron used in the making of the ma-

chinery of the road come from Europe.

Even the ties have to be imported, but

with all this the road has been solidly

built. It is of the regular standard gauge.

It is ballasted with stone and the cars

move over it as smoothly as they do over

the Pennsylvania road between New York

and Washington. The length of the line

which I passed over is in fact nearly

long as the distance between New York

and Washington, and in my talk with the

directors the Pennsylvania Company was

frequently mentioned, and many of its

latest improvements will probably be

adopted here. I saw in the car works

from the Pennsylvania railroad, lamps

and other devices connected with

car making, and some of these will prob-

ably be adopted.

CHEAP FARES.

This Chinese railroad is far different in

many respects from an American line.

There are two classes of cars, the first and

second, and the second-class fares bring in

the most profit to the company. Only for-

eigners and a few of the big Chinese of-

ficials travel first-class, and a mandarin

and his retinue of from ten to fifty serv-

ants usually have passes. The fares are, I

believe, the cheapest in the world. The first-

class passenger tariff is less than 2 cents

a mile in silver, and the second-class less

than 1 cent a mile or less than half a cent

a mile in our currency. For a distance of

thirty-one miles the fare was twenty-

seven silver cents or about fourteen Ameri-

can cents. The tickets sold are of the

same size and shape as our ordinary local

tickets, each being about two inches long

and one inch wide. The smallest size of a

gentleman's calling card. They are on

yellow card board, the color being that

of the Emperor and all connected with

him, and they are printed in both

Chinese and English. There are no

mail cars, and if the Chinese had their

way they would run the freight and pas-

senger cars in one train. As it is, there is

an open car back of the engine in which

all sorts of baggage and freight are

carried. This